



**Mark Farrell, Mayor**  
**Mohammed Nuru, Director**

**Public Works Order No: 187454**

Re: Approval of Exceptions Associated with Final Map No. 9228 Dated March 29, 2018 Concerning Overhead Electrical Line.

WHEREAS, The Final Environmental Impact Report for Treasure Island and Yerba Buena Island ("FEIR"), prepared pursuant to the California Environmental Quality Act (Cal. Pub. Resources Code §§ 21000 et seq.) was certified by the Planning Commission and the Treasure Island Development Authority ("TIDA") by Motion No. 18325 and Resolution No. 11-34-04/21, respectively; and

WHEREAS, On June 14, 2011, the Board of Supervisors adopted Ordinance No. 95-11 approving a Development Agreement between the City and County of San Francisco ("City") and Treasure Island Community Development, LLC ("TICD" or "Subdivider"), concerning the Treasure Island and Yerba Buena Island Development Project ("Project") and adopted the environmental findings set forth in Resolution No. 246-11 incorporated herein by reference; and

WHEREAS, The Board of Supervisors adopted by Ordinance No. 99-11 the Subdivision Code for Treasure Island and Yerba Buena Island ("Subdivision Code"); and

WHEREAS, The Public Works Director ("Director") adopted the Subdivision Regulations for Treasure Island and Yerba Buena Island subsequent to a noticed public hearing by Public Works Order No. 185,562 on December 21, 2016 ("Subdivision Regulations"); and

WHEREAS, The Director approved Tentative Map No. 9228, including the area subdivided by Final Map No. 9228, subject to certain conditions of approval ("Conditions of Approval"), by Public Works Order No. 186,703 adopted November 8, 2017; and

WHEREAS, The Subdivision Code requires that permanent utility lines be undergrounded, and the Subdivision Regulations limit the City to accepting only complete public streets, and preclude acceptance of permanent improvements that rely on temporary improvements;

WHEREAS, TICD submitted a request for exceptions to the Subdivision Code and Subdivision Regulations and Conditions of Approval dated March 26, 2018, to authorize a temporary overhead electrical line ("Overhead Line") on Treasure Island to serve Yerba Buena Island as shown in the improvement plans for Final Map 9228 ("Final



Map”) and for the City to authorize acceptance of permanent electrical improvements that rely on the Overhead Line notwithstanding SFPUC General Condition No. 3 of the Conditions of Approval and Appendix A, § VII.D.1 of the Subdivision Regulations; and

WHEREAS, Public Works has consulted with the San Francisco Public Utilities Commission (“SFPUC”) concerning the improvement plans and the requested exceptions pertaining to the Overhead Line, and SFPUC has provided a letter of conditional support for the exceptions (appended hereto as Attachment 1); and

WHEREAS, Section 1712 of the Subdivision Code authorizes the Director, subject to the Subdivision Map Act (Cal. Govt. Code §§ 66410 et. seq., “Map Act”) to approve exceptions, waivers or deferrals to any of the requirements set forth in the Subdivision Code or the Subdivision Regulations as long as the Director makes the findings required under Subsection 1712(a)(1)-(3). Section 1712 of the Subdivision Code further provides that the standards and requirements of the Subdivision Regulations shall be modified by the Director where the Director determines that such modifications are necessary to assure conformity to and achievement of the standards and goals of the applicable Project Documents (as defined by Subdivision Code § 1707(z)); and

WHEREAS, Public Works Order No. 186,703 provides that the City shall not accept new permanent infrastructure that relies on existing or temporary infrastructure unless the City approves a Design Modification (as defined in the Subdivision Regulations) or an exception to the Subdivision Regulations; and

WHEREAS, Pursuant to Subdivision Code § 1712(b)(1)-(3), and with respect to the exceptions hereinafter described, the Director has determined that application of the Subdivision Code or the Subdivision Regulations, as applicable, would result in practical difficulties or unnecessary hardships affecting the property inconsistent with general purpose and intent of the Project Documents and the City Regulations (as defined in Subdivision Code § 1707(e)), the granting of the exceptions will not be materially detrimental to the public welfare or injurious to other property in the area, and the grant of the exceptions will not be contrary to the Project Documents or City Regulations, subject to the findings and conditions herein; and

WHEREAS, No additional environmental review is required because there are no substantial changes to the project analyzed in the FEIR, no change in circumstances under which the project is being undertaken, and no new information of substantial importance indicating that new significant impacts would occur, that the impacts identified in the FEIR as significant impacts would be substantially more severe, or that mitigation or alternatives previously found infeasible are now feasible;

NOW THEREFORE BE IT ORDERED THAT

The Director approves the exceptions described below, based on the findings and subject to the conditions stated herein:

**Exception No. 1**



**Exception to San Francisco Subdivision Code Section 1737(a) waiving the requirement that permanent utility lines be undergrounded with respect to the Overhead Line.**

The Subdivision Code requires that the permanent utilities be undergrounded. This exception waives the application of this requirement to the Overhead Line, which is needed in order to serve the proposed subdivision. The Overhead Line cannot be undergrounded during its initial construction and usage, as the line will extend from Treasure Island to Yerba Buena Island, thereby running through areas in future development phases. The streets adjacent to the Overhead Line will not be completed until their respective development phases, and it is at this time that the Overhead Line would be undergrounded, or other underground electrical lines would be installed and obviate the need for the Overhead Line.

SFPUC has endorsed the exception subject to certain conditions of approval, which are described below and made conditions of the Director's approval of the exception.

- Application of Subdivision Code Section 1737(a) would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

The Overhead Line is necessary in order to provide electrical service to the subdivision. Because the line must run from Treasure Island, the line will extend across future Project development phases. Such future phases are set out in the Project Documents, and more specifically, the DDA (as defined in Subdivision Code Section 1707(p)). Utility lines are generally undergrounded as part of the construction of complete public streets. Requiring that the Overhead Line be undergrounded prior to the completion of these streets would cause significant conflicts with Project construction, and could result in additional and unnecessary construction activity and associated increases in disturbance and economic loss. Imposition of Subdivision Code Section 1737(a) would unnecessarily delay the delivery of as many as 300 units of housing authorized by Tentative Map No. 9228.

- Granting an exception to Subdivision Code Section 1737(a) will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

The exception will not be materially detrimental to the public welfare or impacts to other property. As further described below, the exception is subject to conditions of approval requested by SFPUC that are designed to avoid detriments to the public welfare or impacts to other properties. These conditions include, but are not limited to, a requirement that TICD and the City enter into a separate agreement to address their respective responsibilities with respect to the Overhead Line, and that the City retain security provided by Subdivider in an amount sufficient to cover the costs of undergrounding the Overhead Line until such time as TICD completes such undergrounding. With the incorporation of these conditions, the exception will not be materially detrimental to the public welfare or injurious to other property in the area.



- Granting the exception will not be contrary to the Project Documents or City Regulations.

Granting the exception will not be contrary to the Project Documents or City Regulations. Rather, the exception will implement the Project in a manner consistent with the phasing plan incorporated into the Project's DDA. The conditions of approval described below are designed to ensure that the Overhead Line is consistent with City Regulations relating to utilities and that the line is eventually undergrounded.

Accordingly, and with implementation of the conditions below, the exception will not be contrary to the Project Documents or City Regulations.

- The exception is not in violation of the Map Act.

The Map Act does not require that electrical lines be undergrounded. Therefore, the proposed exception does not implicate, and is not in violation of, the Map Act.

- This exception is subject to conditions of approval.

Exception No. 1 is subject to the following conditions of approval, which were developed in consultation with SFPUC:

- Prior to City approval of next final map for the Project, subdivider and City will enter into an electrical service agreement (ESA) that satisfies all the requirements and conditions that the City deems appropriate.
- Prior to City approval of the next final map for the Project, subdivider and City will enter into an agreement establishing Subdivider's and City's responsibilities for the Overhead Line.
- City shall retain security that, in the Director's discretion and subject to SFPUC's concurrence, is adequate to pay for all costs associated with installing new underground facilities to replace the Overhead Line until such time as Subdivider completes the underground facilities and the security is released pursuant to the Subdivision Code and the public improvement agreement.
- Subdivider shall protect the Overhead Line with surface improvements prior to the energization of the equipment by the SFPUC. Subdivider shall be responsible for the costs associated with repair due to damage caused by Subdivider's construction activities.
- Subdivider shall provide SFPUC with accurate information regarding development and construction schedules as needed or as requested by SFPUC. In addition, Subdivider will provide SFPUC with updated development and construction schedules as they become available.
- Subdivider shall provide a written disclosure statement, in a form satisfactory to the SFPUC, to all property buyers prior to transfer of title and shall provide notification to all tenants that there may be power disruptions as the Overhead Line is removed to transition to permanent underground facilities.



The Subdivider will be responsible for all costs incurred by the City related to planned service outages due to the transition from Overhead Lines to underground.

- Subdivider shall be responsible for the construction of Overhead Line. Within a reasonable time after receipt of Final Inspection Request, the SFPUC will inspect Overhead Line installed by Subdivider and will provide subdivider either with a notice that the Overhead Line is acceptable (Notice of Approval) or with a written list of items requiring correction. If items need to be corrected, this process will be repeated until the SFPUC issues a Notice of Approval.
- Subdivider shall remove all Overhead Lines and transition to underground lines by January 1, 2035.

## **Exception No. 2**

### **Exception to waive application of Subdivision Regulations Appendix A Section VII.D.1 in order to authorize acceptance of permanent improvements that rely on the Overhead Line.**

Subdivision Regulations Appendix A Section VII.D.1 provides that “[w]here proposed public streets or other public improvements connect to or rely upon private, temporary, or non-functional streets or street improvements, the Subdivider shall not offer such public improvements to the City and the City shall not accept such public streets or street improvements for City maintenance and liability purposes unless the Director, after consultation with other affected City departments, approves or conditionally approves the proposed connections and further subject to Board of Supervisors approval.” The improvement plans provide for the use of the Overhead Line, which is necessary in order to provide electricity to the proposed subdivision. As described above, Public Works consulted with SFPUC regarding the Overhead Line, and SFPUC provided a series of proposed conditions associated with said line. This exception waives the application of Subdivision Regulations Appendix A Section VII.D.1, such that the City may accept permanent improvements that rely on the Overhead Line subject to standard provisions of City law relating to the acceptance of public improvements and the terms of the PIA.

- Application of Subdivision Regulations Appendix A Section VII.D.1 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Application of Subdivision Regulations Appendix A Section VII.D.1 to permanent improvements that rely on the Overhead Line would unnecessarily delay acceptance of fully functional, permanent improvements. This would, in turn, delay Subdivider’s ability to bring up to 300 units of housing online. While the Overhead Line is “temporary,” it will be built to the same specifications as a permanent electrical line. Moreover, Subdivider is required to provide bonding in a manner sufficient to ensure that the line is ultimately undergrounded. Prior to acceptance of any permanent improvements, Subdivider must obtain a Notice of Completion (“NOC”), which requires, among other



things (pursuant to the PIA), final City punch-list approval, test reports, and completion letters from civil and geotechnical engineers. No improvements will be accepted unless and until the Board of Supervisors approves such acceptance. Moreover, all permanent improvements will be subject to the warranty requirements established by the Subdivision Code, such that Subdivider will be responsible for remedying defects. As such, delaying acceptance of such permanent improvements would pose practical difficulties and hardships for completing public improvements and developing the project, and such difficulties and hardships are unnecessary given the substantial inspection, bonding and warranty requirements.

- Granting an exception to Subdivision Regulations Appendix A Section VII.D.1 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

There are significant protections in place that will avoid detriment to the public welfare or other properties. As indicated above, the Overhead Line, while temporarily aboveground, will be built to permanent standards. Subdivider is required to provide security relating to the Overhead Line. Permanent improvements relying on the Overhead Line can only be accepted after the inspection procedures outlined above are satisfied, and the Board of Supervisors exercises its discretion to accept the improvements, and even after such acceptance, these improvements will be subject to a warranty by the Subdivider. Given the foregoing, the exception will not be materially detrimental to the public welfare or injurious to other properties in the area.

- Granting the exception will not be contrary to the Project Documents or City Regulations.

Granting the exception will allow for the development of the Project, and will therefore further the Project Documents. Moreover, the exception is not contrary to City Regulations. The Subdivision Regulations expressly authorize the Director to approve acceptance of permanent improvements that rely on temporary improvements subject to consultation with affected City agencies and future Board of Supervisors approval. Here, Public Works has consulted with SFPUC. Exception No. 1 includes conditions of approval relating to the Overhead Line. Acceptance of any permanent improvements that rely on the Overhead Line will require Board of Supervisors approval. As such, this exception is not contrary to the Project Documents or City Regulations.

### **Exception No. 3**

#### **Exception waiving application of Subdivision Regulations Appendix A Section VII.D.1 to authorize City acceptance of the Overhead Line including in advance of the completion of adjacent street segments.**

The Overhead Line will run across Treasure Island and up the causeway connecting Treasure Island to Yerba Buena Island, up to the subdivision in order to provide electricity. Given project phasing, the Overhead Line will need to be built and energized before all components of the adjacent street segments (e.g., wet utilities and roadways) are complete and eligible for NOC. Subdivider will remain obligated to complete these



street segments pursuant to the DDA, the PIA (and other public improvement agreements); however, the Overhead Line must be completed and accepted such that electricity can be provided to the subdivision consistent with the Project's overall phasing plan.

Subdivision Regulations Appendix A Section VII.D.1 generally provides that the Subdivider may only offer, and the City may only accept, complete public streets, and that the City shall not accept temporary improvements. This exception waives these requirements with respect to the Overhead Line and related electric improvements. Acceptance of such improvements will be subject to standard City acceptance procedures as outlined under City law and the PIA, and will require appropriate action of the Board of Supervisors, as well as satisfaction of the condition of approval described below, which requires the Board of Supervisors to delegate authority for acceptance of the Overhead Line to the Director, subject to the Director's consultation with SFPUC prior to any such acceptance. Approval of this exception shall not be construed to commit the City to accept the Overhead Line.

- Application of Subdivision Regulations Appendix A Section VII.D.1 would result in practical difficulties or unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Application of Subdivision Regulations Appendix A Section VII.D.1 would prevent the completion of electric utility service to the subdivision until such time as all public streets adjacent to the Overhead Line are complete. This would delay delivery of as many as 300 units of housing on Yerba Buena Island by several years. Such practical difficulty and hardship is unnecessary, as Subdivider will remain obligated to complete the adjacent street segments under the DDA, the PIA (and future PIAs) to the City's satisfaction. Moreover, the Overhead Line is subject to conditions of approval imposed pursuant to Exception No. 1, including a condition pursuant to which the City will retain security to guarantee that the Overhead Line is undergrounded. The City would retain full discretion to accept the Overhead Line, and as further described below, this exception is conditioned on the Board of Supervisors delegating appropriate acceptance authority to the Director.

- Granting an exception to Subdivision Regulations Appendix A Section VII.D.1 will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is located.

As indicated above, Subdivider will remain obligated to complete public street segments pursuant to the DDA, the PIA (and future PIAs) notwithstanding the prior completion and acceptance of the Overhead Line. These agreements (and future agreements will) compel Subdivider to provide security to secure the completion of public streets. These streets will then be subject to City inspection, as described above, and then, if all required criteria area satisfied, possible acceptance by the Board of Supervisors. Acceptance of the Overhead Line in advance of the completion of the corresponding street segments will depend on the delegation of appropriate authority to Public Works.

- The exception is not in violation of the Map Act.



The Map Act does not preclude the City from accepting components of public improvements in advance of the completion of all components of a public street. Therefore, the proposed exception does not implicate, and is not in violation of, the Map Act.

- This exception is subject to a condition of approval.
  - The Overhead Line (nor any segment thereof) shall not be accepted in advance of the completed adjacent street segment unless and until the Board of Supervisors adopts appropriate legislation authorizing the Director to accept the Overhead Line (or segments thereof) subject to consultation with SFPUC General Manager.

#### **Exception No. 4**

#### **Exception approving waiver of additional provisions of the Subdivision Code or Subdivision Regulations authorizing use of the Overhead Line, acceptance of permanent improvements that rely on the Overhead Line, or City acceptance of the Overhead Line including in advance of adjacent street segments.**

The Director has reviewed the Subdivision Code and the Subdivision Regulations, and finds that the conditions of Subdivision Code Section 1712(b)(1)-(3) are satisfied as to any provision of the Subdivision Code or the Subdivision Regulations that may be deemed to require an exception, waiver, or deferral from the Code as such provision may relate to use of the Overhead Line, acceptance of permanent improvements that rely on the Overhead Line, or acceptance of the Overhead Line including in advance of adjacent street segments.

- Strict application of all provisions of the Subdivision Code and Subdivision Regulations would result in practical difficulties and unnecessary hardships affecting the property inconsistent with the general purpose and intent of the Project Documents and City Regulations.

Treasure Island and Yerba Buena Island present a unique landscape unlike any other development area in San Francisco. As such, City agencies and technical consultants spent nearly two years developing a set of technical standards (the Subdivision Regulations) that will allow for orderly development of the islands in a manner consistent with the Project Documents, as required by Subdivision Code Section 1711. While the Subdivision Code provides high-level standards for subdivision mapping and implementation, certain Subdivision Code standards, if interpreted narrowly, would preclude successful implementation of the Project. The Subdivision Regulations were modeled on the City-wide 2015 Subdivision Regulations, which are a generalized set of subdivision standards that were not developed with particular development challenges presented by Treasure Island and Yerba Buena. Accordingly, strict adherence to the Subdivision Code and the Subdivision Regulations would create practical difficulties and hardships in developing the islands in a manner inconsistent with the Project Documents and the City Regulations.





- The granting of the exception, waiver, or deferral will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is situated.

The Subdivision Regulations include a comprehensive set of standards that allow for orderly development of the islands while ensuring maximum protection of the public interest. The Director has considered potential detriments to the public welfare or injuries to neighboring properties posed by the improvement plans generally, in consultation with effected City agencies, notwithstanding the specific exceptions requested by subdivider. Such review resulted in various plan revisions and conditions of approval on the Tentative Map which are addressed in the PIA, and which protect the public welfare and other properties in the area. As such, granting of any required exception, waiver or deferral will not be materially detrimental to the public welfare or injurious to other property in the area in which said property is situated.

- That the granting of such exception, waiver, or deferral will not be contrary to the Project Documents or City Regulations.

The Project Documents include, among other things, the Development Agreement (as defined in Subdivision Code Section 1707(n) and the DDA. These agreements contemplate the development of the Project and the delivery of public benefits associated therewith, including, but not limited to, new public infrastructure, parks and open space. Granting the required exceptions, waivers or deferrals will implement the Project Documents. Any such exceptions, waivers or deferrals will not be contrary to City Regulations, as appropriate conditions to ensure consistency with City Regulations have either been addressed by the subdivider as of the time of Final Map approval, or, are addressed by the PIA.

- The exception is not in violation of the Map Act.

As further described above under Exceptions 1, 2 and 3, the Map Act is not implicated by use of the Overhead Line or acceptance of any related improvements or the Overhead Line itself. Accordingly, this exceptions is not in violation of the Map Act.



## Attachment 1

(SFPUC Letter Dated March 26, 2018)

3/29/2018

**X** Mohammed Nuru

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Nuru, Mohammed

Approver 2

Signed by: Nuru, Mohammed





March 26, 2018

Mohammed Nuru  
Public Works Director  
San Francisco Public Works  
1 Dr. Carlton B. Goodlett Pl.  
San Francisco, CA 94102

Re: Request for Design Modifications Associated with Final Map No. 9228 and Yerba Buena Island Phase 1 Street Improvement Plans

Dear Mr. Mohammed Nuru,

The San Francisco Public Utilities Commission (SFPUC) has reviewed proposed Final Map No. 9228 (Final Map) and related improvement plans in light of the Subdivision Regulations for Treasure Island and Yerba Buena Island (Subdivision Regulations). The improvement plans corresponding to the Final Map include infrastructure that does not comply with the utility separation requirements stated in Appendix D, §I.E of the Subdivision Regulations. The subdivider (TICD) seeks Public Works' approval of design modifications in accordance with the Subdivision Regulations.

The requested design modifications include the following:

1. A reduction in the required separation between potable water pipes and the face of curb as described in the memorandum entitled "Yerba Buena Island Phase 1 – Request for Design Modifications for SFPUC-CDD" and dated March 23, 2018, prepared by BKF.
2. A reduction in the required separation between sanitary sewers and other improvements as described in the memorandum entitled "Yerba Buena Island Phase 1 – Request for Design Modifications for SFPUC-WWE" and dated March 23, 2018, prepared by BKF.

TICD has provided plans and information regarding the proposed design modifications to the SFPUC and addressed all of the comments received. The SFPUC supports TICD's request for Public Works' approval of the design modifications described above.

**Mark Farrell**  
Mayor

**Ike Kwon**  
President

**Vince Courtney**  
Vice President

**Ann Moller Caen**  
Commissioner

**Francesca Vietor**  
Commissioner

**Anson Moran**  
Commissioner

**Harlan L. Kelly, Jr.**  
General Manager



**MEMORANDUM**

**Date:** March 23, 2018 **BKF Job Number:** 20140015-12  
**To:** SFDPW Taskforce  
**From:** Brian Scott  
**Subject:** Yerba Buena Island Phase 1 – Request for Design Modifications for SFPUC-CDD

Treasure Island Community Development (TICD) is requesting approval from the San Francisco Department of Public Works and the San Francisco Public Utilities Commission on the following design modifications for the Yerba Buena Island Phase 1 Street Improvement Plans. As requested, this memo is submitted to document the locations and descriptions of the design modifications related to utility separations. Per meeting with SFPUC-CDD September 8, 2017, we have made revisions to the attached tables and exhibits in accordance with directions provided.

Based on a meeting with SFMTA on September 28, 2017, the design of the Macalla Road street cross section was revised to address SFMTA and SFFD concerns. The paved roadway width was increased to 24' and the bike lanes and sidewalks were narrowed to 6'. With the new street cross section, some of the previously approved design modifications have changed. Because the paved roadway width increased, the clearance from LPW lines to the curb are improved. All of the changes were included on the Improvement Plans, dated February 23, 2018, that were submitted to the City with no comments.

**REQUEST FOR DESIGN MODIFICATIONS**

**1. Utility Separations**

*2016 Subdivision Regulations for TI and YBI; Appendix D; I. General Matters; E. Separation Requirements; 3. Utility to Surface Improvements Separations and 5. Table.*

City utility separation requirements which require SFPUC CDD design modifications are as follows:

- Potable Water to Face of Curb separation of 4.5'

All of the above horizontal distances are from outside diameter of pipe or manhole barrel.

The following table and location descriptions do not meet the SFPUC-CDD utility separation requirements. Reference is made to the enclosed exhibits.

**Macalla Road**

<b>Section No.</b>	<b>Station</b>	<b>Utility Clearance related to Potable Water</b>
1	50+00 – 51+68	<ul style="list-style-type: none"> <li>• Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb</li> </ul>

		<p>in this roadway station range where there are two LPW lines in order to achieve LPW to SS and SD clearances.</p> <ul style="list-style-type: none"> <li>The 12" LPW varies from 2.7' to 4.3' clear from face of curb.</li> </ul>
2	51+68 – 55+00	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in this roadway station range where there are two LPW lines in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW varies from 3.5' to 4.0' clear from face of curb.</li> </ul>
3	55+00 – 60+17.60	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 3.6' to 4.1' clear from face of curb.</li> </ul>
4	60+17.60 – 63+73.65	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 4.0' to 5.9' clear from face of curb.</li> </ul>
5	63+73.65 – 71+31.29	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 3.5' to 7.7' clear from face of curb.</li> </ul>

**Yerba Buena Road**

Section No.	Station	Utility Clearance related to Potable Water
6	100+00 – 101+92.91	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 3.6' to 4.9' clear from face of curb.</li> </ul>
7	101.92.91+00 – 104+03.69	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 3.9' to 5.6' clear from face of curb.</li> </ul>
8	104+03.69 – 105+16.16	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> </ul>

		<ul style="list-style-type: none"> <li>The 12" LPW is 4.0' clear from face of curb.</li> </ul>
9	105+16.16 – 106+30.93	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW meets minimum clearance from face of curb.</li> </ul>
10	106+30.93 – 114+38.92	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 2.6' to 5.1' clear from face of curb.</li> </ul>
11	114+38.92 – 118+46.03	<ul style="list-style-type: none"> <li>Per meeting with PUC-CDD on March 23, 2017 and September 8, 2017, LPW may be 2' clear of the face of curb in order to achieve LPW to SS and SD clearances.</li> <li>The 12" LPW is 4.0' to 6.4' clear from face of curb.</li> </ul>

**MEMORANDUM**

**Date:** March 23, 2018 **BKF Job Number:** 20140015-12  
**To:** SFDPW Taskforce  
**From:** Brian Scott  
**Subject:** Yerba Buena Island Phase 1 – Request for Design Modifications for SFPUC-WWE

Treasure Island Community Development (TICD) is requesting approval from the San Francisco Department of Public Works and the San Francisco Public Utilities Commission on the following design modifications for the Yerba Buena Island Phase 1 Street Improvement Plans. As requested, this memo is submitted to document the locations and descriptions of the design modifications related to utility separations. Per meeting with SFPUC-WWE August 8, 2017 and August 21, 2017, we have made revisions to the attached tables and exhibits in accordance with directions provided.

Based on a meeting with SFMTA on September 28, 2017, the design of the Macalla Road street cross section was revised to address SFMTA and SFFD concerns. The paved roadway width was increased to 24' and the bike lanes and sidewalks were narrowed to 6'. With the new street cross section, some of the previous design modifications are no longer needed and many others have improved. Because the paved roadway width increased, the clearance from sewer lines to curbs and storm drain structures are improved. All of the changes were included on the Improvement Plans, dated February 23, 2018, that were submitted to the City with no comments.

**REQUEST FOR DESIGN MODIFICATIONS**

**1. Utility Separations**

*2016 Subdivision Regulations for TI and YBI; Appendix D; I. General Matters; E. Separation Requirements; 3. Utility to Surface Improvements Separations and 5. Table.*

City utility separation requirements which require design modifications are as follows:

- Sanitary Sewer to Storm Drain separation of 3.5'
- Sanitary Sewer to Face of Curb separation of 4'
- Sanitary Sewer and Storm Drain manhole barrels to Face of Curb separation of 4'
- Sanitary Sewer and Storm Drain manhole barrels to Other Mains separation of 2'

All of the above horizontal distances are from outside diameter of pipe or manhole barrel.

The following tables and location descriptions do not meet the PUC-WWE utility separation requirements. Reference is made to the enclosed exhibits.

YERBA BUENA ISLAND - SFPUC WVE DESIGN MODIFICATIONS  
 MACALLA ROAD

TABLE A

S.S. PIPE (O.D.) TO FACE OF BIKE MEDIAN CURB (MIN. 4' PER SUBDIVISION REG)				
PAGE	BEGIN STA	END STA	MIN. DISTANCE (FT)	JUSTIFICATION
1	51+56	52+11	1.6	Relocated SSMM to gain 0.5'. Min distance was 1.1'.
1-2	52+33	53+04	3.0	Atypical curb (bike median)
2	56+05	56+78	2.5	Atypical curb (bike median)
2-3	56+05	56+78	2.2	Atypical curb (bike median)
3	57+55	58+03	2.4	Atypical curb (bike median)
3	59+01	59+45	2.2	Atypical curb (bike median)
5-7	64+13	71+32	0.2	Relocated SSFM into the bike lane. SSFM is located close to bike lane curb due to JT box in sidewalk and JT line in bike lane.
6	67+04	67+12	3.7	Atypical curb (bike median)
6	67+28	67+48	3.2	Atypical curb (bike median)
6	67+66	67+68	3.9	Atypical curb (bike median)
6	68+23	68+48	2.4	Atypical curb (bike median)
6	68+88	68+95	3.8	Atypical curb (bike median)
7	69+16	69+75	3.4	Atypical curb (bike median)
7	69+82	69+97	3.8	Atypical curb (bike median)
7	70+04	70+55	2.5	Atypical curb (bike median)
7	70+79	71+28	3.4	Atypical curb (bike median)

TABLE B

S.S. PIPE (O.D.) TO S.D. PIPE (O.D.) (MIN. 3.5' PER SUBDIVISION REG)				
PAGE	BEGIN STA	END STA	MIN. DISTANCE (FT)	JUSTIFICATION
1	51+04	52+27	2.3	WWE suggestion to get 3.0 or more clearance.
2	53+71	54+24	2.0	WWE suggestion to get 3.0 or more clearance.
2	54+52	54+76	2.1	WWE suggestion to get 3.0 or more clearance.
2-3	56+04	57+49	3.0	WWE suggestion to get 3.0 or more clearance.
2	57+77	57+82	2.5	Minimum clearance met.
2	58+34	58+58	2.2	WWE suggestion to get 3.0 or more clearance.
2	59+32	59+73	2.1	WWE suggestion to get 3.0 or more clearance.
3	68+29	68+38	3.4	WWE suggestion to get 3.0 or more clearance.

TABLE C

S.S. PIPE (O.D.) TO S.D. STRUCTURE (O.D.) (MIN. 2' PER SUBDIVISION REG)			
PAGE	STA	MIN. DISTANCE (FT)	JUSTIFICATION
1	52+21	1.1	Steel sleeve for SS pipe at crossing with SD pipe
2	52+56	1.8	WWE suggestion to get 1.5 or more clearance.
2	54+08	1.7 1.2	WWE suggestion to get 1.5 or more clearance.
2	54+10	1.2	Steel sleeve for SS pipe at crossing with SD pipe
2	54+59	1.9 1.3	WWE suggestion to get 1.5 or more clearance.
2	55+02	1.7 1.2	WWE suggestion to get 1.5 or more clearance.
2	56+00	1.8	WWE suggestion to get 1.5 or more clearance.
3	56+98	1.7 1.0	WWE suggestion to get 1.5 or more clearance.
2	56+98	1.0	Steel sleeve for SS pipe at crossing with SD pipe
2	57+78	1.7	WWE suggestion to get 1.5 or more clearance.
2	58+28	1.5	WWE suggestion to get 1.5 or more clearance.
2	59+27	1.5	WWE suggestion to get 1.5 or more clearance.
4	60+18	1.8 1.0	WWE suggestion to get 1.5 or more clearance.
4	60+18	1.3	Steel sleeve for SS pipe at crossing with SD pipe
6	62+72	2.0	Minimum clearance met.
6	68+34	1.5	WWE suggestion to get 1.5 or more clearance.

TABLE D

S.S. STRUCTURE TO FACE OF BIKE MEDIAN CURB (MIN. 1' PER MEETING 8/8/17)
ALL S.S. STRUCTURE ARE MIN. 1' FROM FACE OF CURB.

TABLE E

S.S. PIPE (O.D.) TO LPW (O.D.) (MIN. 10' PER SUBDIVISION REG)
ALL S.S. PIPE TO LPW 10' MIN. CLEARANCE IS MET (DEFER TO SFPUC CDD REVIEW)

TABLE F

S.D. PIPE (O.D.) TO S.S. STRUCTURE (O.D.) (MIN. 2' PER SUBDIVISION REG)			
PAGE	STA	MIN. DISTANCE (FT)	JUSTIFICATION
1	51+95	1.6 1.5	WWE suggestion to get 1.5 or more clearance.
1	52+25	1.7 1.1	WWE suggestion to get 1.5 or more clearance.
2	54+20	2.0	Minimum clearance met.
2	57+72	1.9	WWE suggestion to get 1.5 or more clearance.
2	58+28	2.0	Minimum clearance met.
4	60+06	2.0	Minimum clearance met.
5	62+81	2.0	Minimum clearance met.

TABLE G

LPW (O.D.) TO S.D. PIPE (O.D.) (MIN. 4' PER SUBDIVISION REG)
ALL S.D. PIPE TO LPW 4' MIN. CLEARANCE IS MET (DEFER TO SFPUC CDD REVIEW)



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TABLE A

S.S. PIPE (O.D.) TO FACE OF THE CURB (MIN. 4' PER SUBDIVISION REG)				
PAGE	BEGIN STA	END STA	MIN. DISTANCE (FT)	JUSTIFICATION
ALL S.S. PIPE (O.D.) TO FACE OF CURB MEET MIN. 4'				

TABLE B

S.S. PIPE (O.D.) TO S.D. PIPE (O.D.) (MIN. 3.5' PER SUBDIVISION REG)				
ALL S.S. PIPES (O.D.) TO S.D. PIPE (O.D.) MEET MIN. 3.5'				

TABLE C

S.S. PIPE(O.D.) TO S.D. STRUCTURE (O.D.) (MIN. 2' PER SUBDIVISION REG)				
PAGE	STA	DISTANCE (FT)	JUSTIFICATION	
9	103+78	2.0	Minimum clearance met.	
9	105+04	1.0	Steel sleeve for SS pipe at crossing with SD pipe	
11	109+12	1.0	Steel sleeve for SS pipe at crossing with SD pipe	

TABLE D

S.S. PIPE (O.D.) TO LPW (O.D.) (MIN. 10' PER SUBDIVISION REG)				
ALL S.S. PIPE TO LPW 10' MIN. CLEARANCE IS MET (DEFER TO SFPUC CDD REVIEW)				

TABLE E

S.S. STRUCTURE TO FACE OF CURB (MIN. 4' PER SUBDIVISION REG)				
PAGE	STA	DISTANCE (FT)	JUSTIFICATION	
9	105+86	1.0	SITE CONSTRAINED BY NARROW STREET	
10	106+53	1.0		
10	108+25	1.8		
11	109+99	1.8		

TABLE F

S.D. PIPE (O.D.) TO S.S. STRUCTURE (O.D.) (MIN. 2' PER SUBDIVISION REG)				
PAGE	STA	MIN. DISTANCE (FT)	JUSTIFICATION	
11	109+99	2.0	Minimum clearance met.	

TABLE G

LPW (O.D.) TO S.D. PIPE (O.D.) (MIN. 4' PER SUBDIVISION REG)				
ALL S.D. PIPE TO LPW 4' MIN. CLEARANCE IS MET (DEFER TO SFPUC CDD REVIEW)				